

AMENDMENT TO THE CLAIMS

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

1. (currently amended) A device for preventing an internal combustion engine exhaust gas recirculation valve from sticking after the engine is switched off, comprising:

~~-~~ switching off the internal combustion engine, in particular for a motor vehicle, having an exhaust gas recirculation line which branches branching off ~~from an exhaust line and leads~~ leading ~~into a fresh gas line, the recirculation line being~~ and is used for recirculating exhaust gas, ~~the exhaust gas recirculation line~~ and having a valve with an actuator driven closing element and the closing element being able to be moved between a closing position and an opening position by means of an actuator, and, such that when the internal combustion engine is not in operation, the closing element of the valve being placed is in an idle position by means of the actuator, characterized in that the closing element of the valve can be activated by the actuator via a gear mechanism such that, it being possible for a rotational movement of the actuator to be is converted into a linear movement of the closing element by means of the gear mechanism, and wherein in that the gear mechanism has a first movement range and a second movement range, the first movement range being limited by the an opening and a closing position and the closing position of the closing element of the valve, and the second movement range being limited by the closing and idle position and the idle position of the closing element of the valve.

2. (currently amended) The device as claimed in according to claim 1, characterized in that wherein the idle position of the closing element of the valve is predetermined by a stop for the gear mechanism.

3. (currently amended) The device as claimed in according to claim 2, characterized in that wherein the stop can be is adjusted adjustable.
4. (currently amended) The device as claimed in according to claim 1, characterized in that wherein the gear mechanism further comprises a resetting spring arranged to facilitate for resetting the closing element both into the idle position and into the closing position has a resetting spring.
5. (currently amended) The device as claimed in according to claim 1, characterized in that further comprising a sensor and a control unit connected to one another and arranged to detect the current position of the closing element of the valve can be detected by a sensor connected to a control unit.
6. (currently amended) The device as claimed in according to claim 1, characterized in that wherein the valve is a disk valve.
7. (currently amended) The device as claimed in according to claim 1, characterized in that the further comprising an activatable spring-valve mechanism arranged such that the valve leads downstream of the activatable spring-valve mechanism and into the fresh gas line, and an amount of fresh gas to be supplied to the internal combustion engine can be set via an activatable spring-valve mechanism, the valve leading downstream directly after the activatable swing valve mechanism into the fresh gas line.
8. (currently amended) The device as claimed in according to claim 1, characterized in that wherein the swing-valve mechanism comprises a butterfly valve.
9. (currently amended) The device as claimed in according to claim 1, characterized in that wherein the internal combustion engine is comprises one of a direct injection spark ignition engine or a direct injection diesel engine.